

SECTION IV

FINANCIAL PLAN

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FINANCIAL PLAN

INTRODUCTION

SCAG, as the Metropolitan Planning Organization (MPO), is required by federal statute to adopt a Transportation Improvement Program (TIP) for the six county region comprising Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The RTIP must include a financial plan that fully identifies estimated revenues available to meet annual programming levels. As per 23 U.S.C. Section 134(h) and 23 CFR Section 450.324 (e), SCAG's 2004 RTIP demonstrates financial constraint by identifying all transportation funds available including federal, state, and local sources to meet programming needs.

For the RTIP, the financial plan must demonstrate which projects can be implemented using current revenue sources and which projects will be implemented using proposed revenue sources. In non-attainment and maintenance areas, the financial plan must demonstrate compliance with federal requirements limiting the programming of projects for the first two years of the RTIP to those for which funds are "available or committed" [23 CFR 450.324 (e)].

In addition to federal and/or state funded projects, the 2004 RTIP includes local projects that may require federal approval or conformity findings as may be necessary. Funding sources associated with these projects are identified as well.

Although final resolution of the FY2004/5 State Budget could affect transportation funding availability in the short-term, SCAG's 2004 RTIP utilizes the 2004 State Transportation Improvement Program (STIP) Fund Estimate, approved by the California Transportation Commission on December 11, 2003, to assess appropriate programming levels. With regard to the Traffic Congestion Relief Fund (TCRF), the SCAG region is programming unallocated TCRF in the 3rd year of the 2004 RTIP, FY2006/7, and beyond.

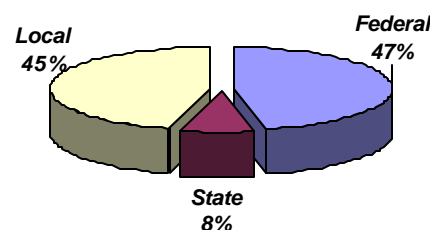
The 2004 RTIP also assumes passage of the federal surface transportation reauthorization bill. Accordingly, programming levels for the Local Surface Transportation Program (LSTP) and the Congestion Mitigation Air Quality (CMAQ) program are based upon the estimated distribution of funds provided in the April 2, 2004 letter from Caltrans to Metropolitan Planning Organizations.

Additionally, SCAG's 2004 RTIP financial plan is based upon the forecasting model developed for the Region's 2004 Regional Transportation Plan (RTP) – the long-range plan for the six-county SCAG Region. SCAG, in cooperation with the State and local county transportation commissions, developed and updated its regional transportation financial plan, projecting out to the year 2030 in accordance with federal and state guidelines. The revenue estimates in the near-term years, however, serve to guide the development of SCAG's 2004 RTIP – ensuring consistency in the programming and planning processes.

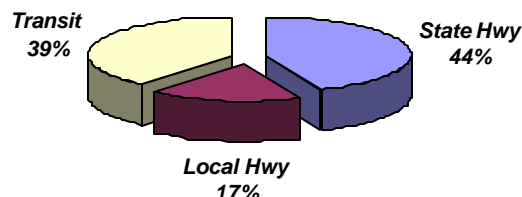


The amount programmed in the SCAG 2004 RTIP totals \$19,020.243 for the six year period starting in FY2004/05 and ending FY2009/10. Federal funds represent 47% of total dollars programmed in the 2004 RTIP, followed by local funds at 45% and state funds at 8%. State highway projects comprise 44% of total funds programmed in the 2004 RTIP, followed by transit projects at 39% and local road projects at 17%. This summary by funding source and program is shown below by fiscal year.

	FEDERAL	STATE	LOCAL	TOTAL
2004/05	\$3,479,438	\$427,629	\$3,561,299	\$7,468,366
2005/06	1,385,502	195,222	1,595,233	3,175,957
2006/07	1,416,061	589,134	896,623	\$2,901,818
2007/08	1,119,804	174,489	937,290	2,231,583
2008/09	795,019	56,899	915,754	1,767,672
2009/10	659,233	23,183	792,430	1,474,846
TOTAL	\$8,855,057	1,466,556	8,698,630	\$19,020,243
% of Total	46.6%	7.7%	45.7%	100.0%



	STATE HIGHWAY	LOCAL HIGHWAY	TRANSIT (includes rail)	TOTAL
2004/05	\$3,973,754	1,263,384	2,231,228	\$7,468,366
2005/06	1,355,404	443,610	1,376,943	3,175,957
2006/07	1,506,132	366,176	1,029,510	\$2,901,818
2007/08	580,610	461,463	1,189,510	2,231,583
2008/09	455,394	245,935	1,066,343	1,767,672
2009/10	468,712	437,815	568,319	1,474,846
Total	\$8,340,006	3,218,383	7,461,853	\$19,020,243
% of Total	43.8%	16.9%	39.2%	100.0%



In developing the financial plan, SCAG fully assessed the Region's financial condition including its economic vitality and activities, debt management history, and stability of revenue streams as these conditions pertain to transportation. The following provides a synopsis of the historical analyses conducted to guide transportation revenue forecasting efforts. For more detailed information concerning the analytical framework for the development of the financial plan, refer to the 2004 RTP Finance Technical Appendix. The latter half of this section entitled "Financial Capacity" details the actual estimate of revenues and programming levels for the period covered by the 2004 RTIP (FY2004/5 through FY2009/10).

FINANCIAL CONDITION

Economic Vitality of the SCAG Region

The population in the SCAG Region, the nation's second-largest metropolitan area, grew by 1.9 million persons or 13 percent, during the 1990s to more than 17 million in 2003. This represents 6 percent of the national population, equivalent to about 1 in 17 persons in the United States residing in the six-county SCAG region. Riverside County grew 32 percent to 1.6 million, San Bernardino 20.5 percent to 1.7 million, and Orange 18.1 percent to 2.8 million. Even a modest growth rate in Los Angeles County accounted for slightly over one-third of the Region's population growth over the last decade.

The California Department of Finance estimated that the population in the SCAG Region increased at a compounded annual rate of 2.1 percent between April 2000 and January 2002, slightly higher than the rate for the State as a whole. In 2002, while gaining about 330,000 people, the Region lost 22,000 jobs and had a slight decline in per capita income. The unemployment rate in the Region (6.1 percent) was higher than the national average (5.8 percent) but lower than the State average (6.7 percent).

Population growth resulted from large net increases in three population groups: aging "Baby Boomers," their young children the echo-boomers, and immigrants mostly from Mexico, Central America and Southeast Asia. The national increase through births accounted for most of the population gain in the Region, as births over deaths accounted for two-thirds of population gain.

At the same time, nearly 400,000 housing units were added between 1990 and 2000. This brought the housing stock in the Region up to 5.7 million units. Housing construction gains were in line with the net job increase in the Region. Southern California added a half million jobs over the last decade, or 1.3 jobs were added for every housing unit. Population growth outpaced household, housing, and job growth.

Sales tax revenues have grown about 5 percent per year on average for the Region as a whole over the past decade. Despite the economic cycles encountered by the State, the SCAG Region with its diverse employment base and population influx has continued to see growth in its sales tax base.

Nevertheless, per capita income and average payroll levels per job have declined in Southern California as measured against other major metropolitan areas in the country during the last decade. For instance, median income dropped over the decade, falling from \$47,760 in 1990 (after adjusting for year 2000 dollars) to \$45,903, or a drop of 4 percent. Poverty levels have increased steadily over the past 30 years in the Region, rising from about 10 percent in 1970 to nearly 16 percent in 2000. During the last decade, median home values in California and the most populous areas of the Region have risen due to construction activity lagging behind population growth, low inventory and historically low interest rates. Median home values in California now exceed the \$350,000 mark, which is more than double the national median.

Among the nine largest metropolitan areas, the SCAG Region has the lowest average payroll per job. When comparing per capita income among the 17 largest metropolitan regions in the nation, the Region dropped from the fourth highest in 1970, to 7th in 1990 and 16th in 2002. Based on the 2000 Census, close to one in six persons of all ages and one in five children under 18 in Southern California are in poverty. During the 1990s, poverty rates for both measures increased significantly in the Region while decreasing at the national level. Among the nine largest metropolitan regions in the nation, the SCAG Region had the highest poverty rate among persons of all ages, and among children under 18. Unlike Southern California, many of the largest metropolitan regions reduced poverty rates during the 1990s, particularly for children under 18.

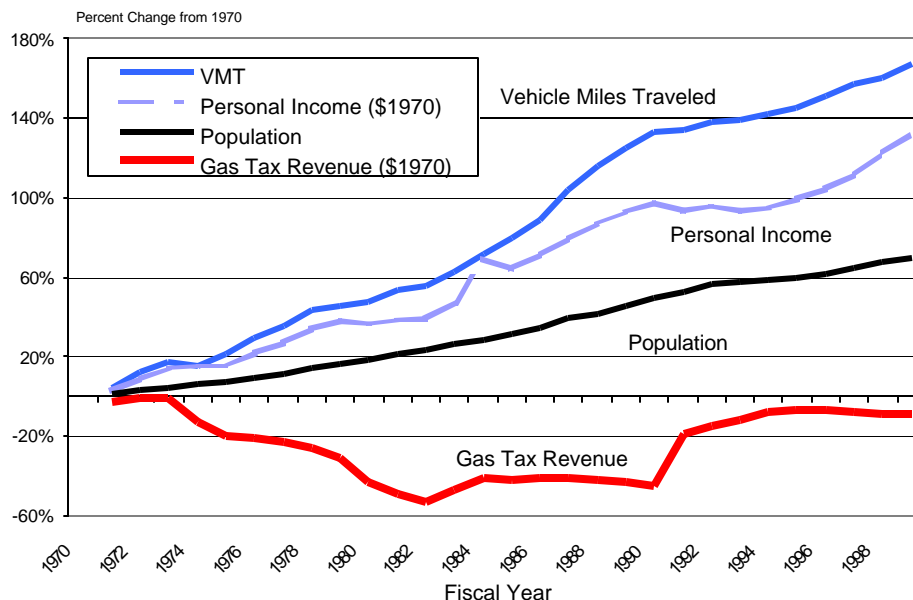
Analysis of Economic Activities Affecting Transportation Revenues

General economic as well as demographic trends and conditions cited above directly impact transportation revenues for the SCAG Region. The growth trends associated with some of California's primary transportation funding sources in relation to the growth in important economic and social factors such as population, vehicle miles traveled (VMT) and personal income, reflect the ongoing fiscal challenges facing the Region.

As the following graphs show, historically transportation revenues have lagged behind the growth in population, VMT and personal income. On a constant year's basis, the three factors have outpaced transportation funding in significant proportions. Using 1970 as the base year, the relative purchasing power of state gas tax revenues since 1970 has not reached the level attained in 1970, even with the doubling of the tax starting in 1991 (see Graph 1). Only since the advent of local transportation sales taxes have the revenues been above the 1970 purchasing level (Graph 2). However, it is expected that the trend in transportation revenues exceeding the 1970 base year's purchasing power will be reversed due to the expiration of local transportation sales taxes over the next decade. Generally the expiration dates for local sales tax measures in the SCAG Region are just beyond the timeframe of the 2004 RTIP: Imperial – 2010, Orange – 2011, and San Bernardino – 2010. Nevertheless, SCAG recognizes that transportation funding will continue to be constrained and uncertain both in the near-term and long-term due to trends and conditions discussed above as well as more recent state budgetary shortfalls among other factors.

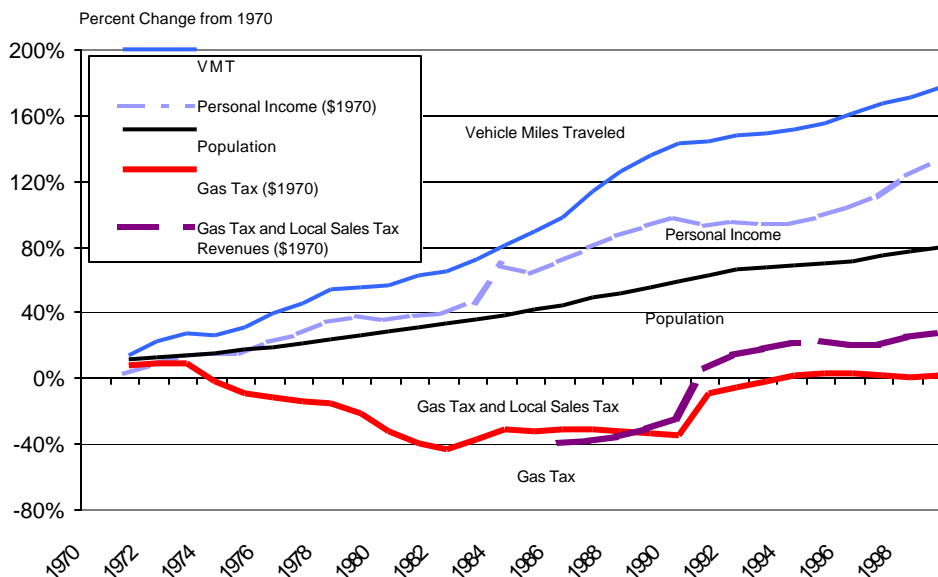
Graph 1

**Percentage Change in VMT, Personal Income, Population
and Gas Tax Revenue Since 1970
Statewide Totals**



Graph 2

**Percentage Change in VMT, Personal Income, Population
Gas Tax Revenue and Local Sales Taxes Since 1970
Statewide Totals**



Debt Management History

The local county transportation commissions in the SCAG Region issue both short and long-term debt on an as-needed basis. Primarily secured by local sales tax programs, long-term debt has been issued to fund a portion of the capital development costs of transportation systems throughout the Region where doing so is cost-effective, fiscally prudent, and enhances the ability to facilitate project delivery as may be necessary. Short-term debt instruments have included commercial paper, tax and revenue anticipation notes, as well as grant anticipation notes (GANs) to provide interim or up-front cash for projects, temporarily bridging cash flow shortfalls.

Among the commissions' general policies in the sale and management of debt have been to issue bonds subject to debt limitations; to maintain strong debt service coverage requirements¹; to obtain the highest possible credit ratings and in turn, the lowest possible cost of borrowing; as well as to minimize risk exposure as may be applicable to specific debt instruments (i.e., variable rate debt and/or derivatives). Each commission has developed and continues to update their respective debt management policies.

Specifically for debt issuance secured by local sales tax programs, there are limitations by local county transportation commissions as to the amount of debt that can be incurred at any time. For example, under the provisions of Measure A, as amended by Ordinance No. 92-1 (Measure AA), Riverside County Transportation Commission (RCTC) limits their outstanding debt to \$525 million to carry out their transportation projects. The amount of debt outstanding applicable to this debt limit for RCTC totals \$177 million.²

The Orange County Transportation Authority's (OCTA) outstanding bond debt secured by local sales tax revenue totals approximately \$547 million. The OCTA established the Local Transportation Authority (LTA) Debt Service Program – to accumulate resources for the repayment of its Measure M long-term debt. These resources are invested and earn interest, effectively reducing the principal and interest payments on debt.

The Los Angeles County Metropolitan Transportation Authority's (LACMTA) outstanding debt (both long-term and commercial paper notes) totals \$3.5 billion. Of this total, Proposition A and C Sales Tax Revenue Bonds account for \$2.9 billion.³ Debt policy maximums are set at percentages of sales tax revenues in categories of allowable uses.⁴

San Bernardino Associated Government's (SANBAG) debt limitation (of the aggregate principal at any one time) for local sales tax secured bond issuance is set at \$500 million.⁵ SANBAG's current outstanding debt totals about \$273 million as of June 30, 2003.

¹ For example, RCTC maintains a 2x debt service coverage as per its Comprehensive Debt Management Policy.

² RCTC Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2003.

³ Balance as of January 2004.

⁴ For example, debt limit at 87% of Prop A 35%; 40% of Prop C 40% Discretionary revenues; 60% of Prop C 25% Highway; 40% of Prop C 10% Commuter Rail.

⁵ SANBAG, through various financing mechanisms, has actually issued more than \$500 million over the course of Measure I.

Debt has been issued in the past and will continue to be utilized to facilitate the delivery of transportation projects throughout the Region. Accordingly, on March 10, 2004 the State of California issued \$615 million in Federal Highway Grant Anticipation Revenue Bonds (GARVEE bonds) – the inaugural issue of its GARVEE obligations with serial maturities from 2005 through 2015. A significant portion of the reimbursements California receives from FHWA is dedicated for repayment of the GARVEE bonds. GARVEE bonds are tax-exempt anticipation notes secured by annual federal appropriations for federal aid highway projects.

The California GARVEE bond program was legislatively enacted in 1999 and subsequently expanded. The Series 2004A State of California GARVEE bonds include the following SCAG regional projects (collectively totaling \$317.6 million in approximate bond proceeds from the bonds allocated to each project):

- Riverside County – SR 60/SR 91/ I 215 Interchange (\$240 million);
- Los Angeles County – I 5 HOV Lanes (\$23.8 million);
- Los Angeles County – I 405 Auxiliary Lane (\$28.4 million); and
- Los Angeles County– I 405/Highway 101 Gap Closure (\$25.4 million).

Advancing these projects through GARVEE bonds facilitates project delivery – recognizing that current budgetary constraints would have delayed projects due to limited STIP funding availability. Nevertheless, GARVEE bonds require the county transportation commissions to pledge future STIP dollars to pay for these advances, restricting outer year STIP funding decisions. Such limitations have been considered in the development of the 2004 RTIP financial plan.

GARVEE BOND PROCEEDS REFLECTED IN THE 2004 RTIP (\$1,000)						
COUNTY	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	TOTAL
<i>Los Angeles</i>	\$77,713	\$0	\$0	\$0	\$0	\$77,713
<i>Riverside</i>	\$237,900	\$0	\$0	\$0	\$0	\$237,900
Total	\$43,261	\$418,487	\$354,020	\$346,953	\$265,969	\$315,613

Stability and Reliability of the Revenue Base

The revenues for the RTIP are impacted by a number of external, and often times uncontrollable, factors. The following discussion identifies some issues that are pertinent to the estimate of revenues over the 2004 RTIP timeframe (FY2004/5 through FY2009/10).

Federal Transportation Funding Reauthorization

Established by Congress in 1991 with the Intermodal Surface Transportation Efficiency Act (ISTEA) and renewed in 1998 through the Transportation Equity Act for the 21st Century (TEA-21), TEA-3 is the third iteration of the federal surface transportation vision. TEA-3 will have a significant impact on the availability of transportation funding in the SCAG Region.

On May 14, 2003, President Bush released his reauthorization proposal known as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 or (SAFETEA) at a funding level of \$247 billion over six years – later modified by the President’s FY2005 Budget to \$256 billion. Although the House Transportation and Infrastructure Committee initially called for a \$375 billion measure based on the U.S. Department of Transportation’s Conditions and Performance Report, more recently House leaders reconsidered funding levels to find a compromise between the Senate-passed level and the President’s proposal. On February 12, 2004 the Senate voted (76-21) to approve S.1072, which would fund \$318 billion for highways, transit and safety programs over six years. On April 2, 2004 the House voted (357-65) to approve H.R.3550 – a \$275 billion bill to reauthorize surface transportation programs over six years.

Although the reauthorization debates will continue during Conference – influencing final funding levels and programmatic provisions for both California and the SCAG region, the 2004 RTIP assumes passage of the federal surface transportation reauthorization bill at levels relatively commensurate with historical totals adjusted for conservative growth annually. Actual target and programming levels for the Local Surface Transportation Program (LSTP) and the Congestion Mitigation Air Quality (CMAQ) program are based upon the estimated distribution of funds provided in the April 2, 2004 letter from Caltrans to Metropolitan Planning Organizations. FY2002/03 levels of funding for other major funding sources are delineated in the tables located in Appendix B of this section.

FY2004/5 State Budget

SCAG recognizes that the final resolution of the FY2004/5 State Budget could further impact the 2004 STIP Fund Estimate. Although the administration’s recently released May Revision substantially modifies both the Mid-Year and Budget Year proposals affecting transportation programs, the 2004 RTIP reflects cautious optimism in the programming of revenue sources potentially affected by the final state budget decisions. Many transportation projects/programs could be impacted including the Traffic Congestion Relief Program (TCRP) project commitments and associated formula allocations for local streets and roads, the STIP, as well as State Transit Assistance (STA) for transit operators. The following “Financial Capacity” section of this chapter further details programming targets/levels associated with these and other critical revenue streams for the SCAG Region.

FINANCIAL CAPACITY

Analysis of Future Cash Flow

The 2004 STIP

The 2004 RTIP for the SCAG Region is consistent with the 2004 STIP Fund Estimate, as approved by the California Transportation Commission on December 11, 2003. Accordingly, the 2004 STIP programming target for the SCAG Region over the five-year timeframe (FY2004/5 through FY2008/9) totals \$1.4 billion. With the decline in expected revenues severely restricting the state's ability to fund new capital programs/projects, the 2004 STIP reflects the rescheduling of projects already programmed for delivery over the next three years to over the next five years.

RESCHEDULED 2004 STIP ANNUAL PROGRAMMING TARGETS (\$000s)						
COUNTY	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	TOTAL
<i>Imperial</i>	\$378	\$3,654	\$3,091	\$3,029	\$0	\$10,152
<i>Los Angeles</i>	\$21,927	\$212,119	\$179,443	\$175,862	\$138,905	\$728,256
<i>Orange</i>	\$5,863	\$56,715	\$47,978	\$47,020	\$0	\$157,576
<i>Riverside</i>	\$3,538	\$34,225	\$28,953	\$28,375	\$0	\$95,091
<i>San Bernardino</i>	\$7,800	\$75,452	\$63,829	\$62,554	\$87,665	\$297,300
<i>Ventura</i>	\$3,755	\$36,322	\$30,726	\$30,113	\$39,399	\$140,315
Regional Total	\$43,261	\$418,487	\$354,020	\$346,953	\$265,969	\$1,428,690

NOTE: Excludes Transportation Enhancement (TE) programming targets.

2004 STIP County proposals to the CTC as reflected in the “2004 STIP Hearing Briefing Book” (May 2004) are consistent with the programming targets and with the 2004 RTIP. The CTC is expected to approve the 2004 STIP at its August 2004 meeting. Below is a summary of proposed STIP programming by County.

2004 STIP PROPOSED PROGRAMMING (\$000s)						
COUNTY	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	TOTAL
<i>Imperial</i>	\$2,250	\$0	\$2,262	\$4,650	\$990	\$10,152
<i>Los Angeles</i>	\$22,508	\$211,540	\$179,444	\$179,193	\$124,192	\$716,877
<i>Orange</i>	\$5,863	\$48,850	\$55,708	\$38,193	\$11,601	\$160,215
<i>Riverside</i>	\$3,466	\$33,900	\$26,515	\$29,037	\$3,031	\$95,949
<i>San Bernardino</i>	\$13,758	\$66,661	\$64,019	\$56,070	\$67,351	\$267,859
<i>Ventura</i>	\$3,435	\$41,105	\$44,655	\$2,886	\$44,699	\$136,780
Regional Total	\$51,280	\$402,056	\$372,603	\$310,029	\$251,864	\$1,387,832

NOTE: Excludes Transportation Enhancement (TE) programming. Variations between targets and programming may vary per adopted STIP Guidelines.

Although some counties advanced their respective shares in the 2002 STIP, some counties in the SCAG Region reserved their share balances in the 2002 STIP, intending to program the reserved

shares in the 2004 STIP. In recognizing the funding limitations of the 2004 STIP, however, these reserved shares have not yet been made available for programming in the near future.

SUMMARY OF UNPROGRAMMED SHARE BALANCES (\$1,000's)		
County	Unprogrammed Share	Share Advanced
<i>Imperial</i>	\$32,821	\$0
<i>Los Angeles</i>	\$80,799	\$0
<i>Orange</i>	\$213,841	\$0
<i>Riverside</i>	\$186,121	\$0
<i>San Bernardino</i>	\$0	(\$25,938)
<i>Ventura</i>	\$0	(\$20,028)
<i>Regional Total</i>	\$513,582	(\$45,966)

The Traffic Congestion Relief Program

Established by AB 2928 and SB 406 in 2000, the TCRP mainly comprises 141 statutorily designated projects located throughout the state, with each project receiving a specified amount of funding. In total, TCRP projects were to receive about \$4.9 billion through FY2008/9 from the General Fund and the sales tax on gasoline. In addition to funding for specified projects, the TCRP provides funding for STIP projects, local street and road improvements, as well as mass transportation programs. In total, the TCRP was envisioned to provide \$7.6 billion to transportation. In the past three years, however, funds designated for transportation have been redirected annually to aid the General Fund. As mentioned earlier, the proposed FY2004/5 State Budget proposal includes provisions that would continue this practice. Acknowledging the potential negative effects of final state budget actions, the SCAG region is programming unallocated Traffic Congestion Relief Funds (TCRF) in the 3rd year of the 2004 RTIP – FY2006/7 and beyond.

TCRP PROGRAMMING LEVELS (\$000s)						
COUNTY	FY 2005*	FY 2006	FY 2007	FY 2008	FY 2009	TOTAL
<i>Imperial</i>	\$2,500	\$0	\$0	\$6,400	\$0	\$8,900
<i>Los Angeles</i>	\$4,400	\$0	\$256,965	\$0	\$0	\$261,365
<i>Orange</i>	\$54,200	\$0	\$0	\$0	\$0	\$54,200
<i>Riverside</i>	\$0	\$0	\$40,290	\$24,300	\$0	\$64,590
<i>San Bernardino</i>	\$5,954	\$0	\$25,637	\$70,973	\$0	\$102,564
<i>Ventura</i>	\$0	\$0	\$0	\$14,380	\$0	\$14,380
<i>Regional Total</i>	\$67,054	\$0	\$322,892	\$116,053	\$0	\$505,999

*FY 2005 PROGRAM LEVELS ARE ALLOCATED TCRP FUNDS.

Estimate of Revenue and Cost Streams – 2004 RTIP Sources and Uses of Funds

Specific revenue and cost assumptions were developed for the SCAG Region's long-term financial forecasting model, which provided the foundation for the 2004 RTIP financial plan. The forecast maintains consistency with the financial plans developed by the various county transportation commissions and transit operators throughout the SCAG Region. The long term forecast of revenues and costs are provided in the 2004 Regional Transportation Plan (pages 56 and 58) as well as in the 2004 RTP Finance Technical Appendix (pages B-22, 34 and 38).

The short-term 2004 RTIP forecast of available revenue sources and uses of funds are reflected in the Caltrans-provided tables starting on page 12. The SCAG regional table includes six tables: a set of three tables for the first three years of the RTIP (FY04/05-06/07) comparing programmed amounts and available revenue and a second set of tables covering the last three years of the 2004 RTIP (FY07/08-09/10).

The 2004 RTIP for the SCAG region is financially constrained. Programming totals for CMAQ and RSTP are consistent with revenue estimates provided by Caltrans for use in the 2004 RTIP.

CMAQ, RSTP and TE programmed amounts in FY04/05 include projects submitted for obligation and will be reflected as such in the final approved 2004 RTIP (see table below). These obligations reduce CMAQ, RSTP and TE programming totals in FY04/05 to levels under projected revenue for FY04/05.

In addition, the San Bernardino Associated Governments request to reserve 2005/2006 CMAQ funds in the amount of \$22.4 million for use in 2006/2007. Caltrans' Federal Programming Department is currently working on this trade with San Bernardino.

CMAQ & RSTP FUNDS TO BE OBLIGATED BY 09/30/04 (\$1,000)				
COUNTY	CMAQ	RSTP	TE	TOTAL
<i>Imperial</i>	\$0	\$0		\$0
<i>Los Angeles</i>	\$56,963	\$47,941		\$104,904
<i>Orange</i>	\$37,120	\$0	\$9865	\$37,120
<i>Riverside</i>	\$28,918	\$20,387	\$2,075	\$49,305
<i>San Bernardino</i>	\$34,521	\$13,868		\$48,389
<i>Ventura</i>	\$6,155	\$4,602	\$60	\$10,757
<i>Regional Total</i>	\$163,677	\$86,798	\$12,000	\$250,475

The counties are planning to issue their respective "call for projects" starting in the fall of 2004 to allocate the remaining CMAQ, RSTP and TE estimated revenue. Accordingly, these projects will be included through the RTIP amendment process.

Programming totals for all other funding sources are consistent with projected revenue for those sources.

In conclusion, the 2004 RTIP Financial plan demonstrates that the SCAG Region can implement projects using current federal, state and local projected revenue sources. The 2004 RTIP also demonstrates financial constraint in the first two years of the program as required but also demonstrates constraint in the later years. County commissions and IVAG policy boards have approved their respective programs and committed the funds to implement the projects as listed in the RTIP.

Appendix A

County Resolutions

1 **RESOLUTION OF THE IMPERIAL VALLEY ASSOCIATION OF**
2 **GOVERNMENTS (IVAG) WHICH APPROVES THE RESOURCES**
3 **TO FUND THE PROJECTS IN THE FY 2004/05-09/10 REGIONAL**
4 **TRANSPORTATION IMPROVEMENT PROGRAM AND REAFFIRMS ITS**
5 **COMMITMENT TO ALL OF THE PROJECTS IN THE PROGRAM.**

6 **WHEREAS**, the Transportation Efficiency Act (TEA-21) of 1997 requires the Southern
7 California Association of Governments (SCAG) to adopt a Regional Transportation Improvement
8 Program (RTIP) for the region; and

9 **WHEREAS**, the TEA-21 also requires that the Regional Transportation Improvement
10 Program include a financial plan that demonstrates how the Regional Transportation Improvement
11 Program can be implemented; and

12 **WHEREAS**, the region of Imperial County is located within the metropolitan planning
13 boundaries of SCAG; and

14 **WHEREAS**, The Imperial Valley Association of Governments (IVAG) was formed
15 March, 1973 by and between the County of Imperial and the Cities of Brawley, Calexico,
16 Calipatria, El Centro, Holtville, Imperial and Westmorland, to provide a regional governing
17 council; and

18 **WHEREAS**, IVAG is the responsible agency for short-range transportation, capital,
19 service planning and programming, and the development of the IVAG Regional Transportation
20 Improvement Program, including all projects utilizing federal and state, highway and transit funds;
21 and
22

23 **WHEREAS**, IVAG must determine on an annual basis, the total amount of funds that are
24 available for transportation projects within its boundaries; and

25 **WHEREAS**, IVAG has adopted the criteria for apportionment of the funds; and

26 **WHEREAS**, IVAG has developed and adopted the Regional Transportation
27 Improvement Program (RTIP); FY 2004/05 -- 2006/07 for funding, and FY 2007/08-2009/10 for
28

1 programming and to allow environmental work on approved projects to proceed.

2 **THEREFORE, BE IT RESOLVED** that IVAG affirms its continuing commitment to
3 the projects in the FY 2004/05-2009/10 Regional Transportation Improvement Program; and

4 **BE IT FURTHER RESOLVED** that the IVAG financial plan identifies the resources that
5 are reasonably expected to be made available to carry out the program and certifies that:
6

- 7 1. The projects in the FY 2004/05-2009/10 RTIP are the priority for funding; and
- 8 2. The projects in the FY 2004/05-2009/10 STIP program have been previously
9 approved by the California Transportation Commission (CTC) or are in the
10 proposed 2004 State Transportation Improvement Program scheduled to be
11 approved by the CTC in April 2004; and
- 12 3. The local match for project funded with federal STP program funds are identified.
- 13 4. All the Federal Transit Administration (FTA) funded projects are programmed
14 within TEA-21 guaranteed finding levels.
15

16 **PASSED AND ADOPTED** at a regular meeting of the Imperial Valley Association of
17 Governments, held on the day of 10th of December, 2003.
18

19 IMPERIAL VALLEY ASSOCIATION OF GOVERNMENTS

20 BY: _____

21 Regional Council Chairperson
22
23
24
25
26
27
28



**RESOLUTION CERTIFYING THAT LOS ANGELES COUNTY HAS RESOURCES TO
FUND PROJECTS IN FY 2004/05-2009/10 TRANSPORTATION
IMPROVEMENT PROGRAM AND AFFIRMING COMMITMENT TO IMPLEMENT
ALL PROJECTS IN THE PROGRAM**

WHEREAS, Los Angeles County is Located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Federal Transportation Equity Act of the 21st Century Transportation Efficiency Act (TEA-21) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the TEA-21 also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (MTA) is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the MTA is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the Metropolitan Transportation Authority must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the Metropolitan Transportation Authority has adopted the FY 2004/05-2009/10 Los Angeles County Transportation Improvement Program (TIP) for fiscal years 2004/05, 2005/06 and 2006/07 for funding purposes, and has adopted the Program for fiscal years 2007/08 through 2009/10 for programming purposes and to allow environmental work on approved projects to proceed.

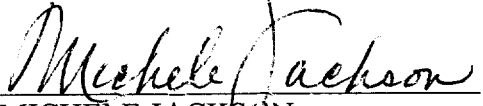
NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FY 2004/05-2009/10 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FY 2004/05-2009/10 County Transportation Improvement Program (TIP) Financial Plan identifies the resources that are reasonably expected to be available to carry out the program and certifies that:

1. The projects in the FY 2004/05-2009/10 Los Angeles County TIP remain the highest priority for funding by MTA;
2. The Regional Improvement Program projects in the FY 2004/05-2009/10 Los Angeles County TIP are in the proposed 2004 State Transportation Improvement Program that is scheduled to be approved by the California Transportation Commission in August 2004; and
3. Los Angeles County has the funding capacity in its Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all the projects in the FY 2004/05-2009/10 Los Angeles County TIP; and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the RTIP.
5. All the Federal Transit Administration funded projects are programmed within TEA-21 Guaranteed Funding levels.

CERTIFICATION

The undersigned, duly qualified and serving as Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held February 26, 2004.


MICHELE JACKSON
MTA Board Secretary

DATED: March __, 2004

(SEAL)

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY
FISCAL YEAR 2004-05 – FISCAL YEAR 2009-10
TRANSPORTATION IMPROVEMENT PROGRAM**

THIS RESOLUTION CERTIFIES THAT THE ORANGE COUNTY TRANSPORTATION AUTHORITY AND OTHER RESPONSIBLE AGENCIES HAVE THE RESOURCES TO FUND THE PROJECTS IN FISCAL YEARS 2004-05 THROUGH 2009-10 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRM THE COMMITMENT TO IMPLEMENT ALL OF THE PROJECTS IN THE PROGRAM.

WHEREAS, Orange County is located within the metropolitan planning boundaries of the Southern California Association of Governments (hereinafter referred to as "SCAG"); and

WHEREAS, the Federal Transportation Equity Act for the 21st Century (TEA-21) requires SCAG to adopt a Regional Transportation Improvement Program for the metropolitan planning area; and

WHEREAS, the TEA-21 also requires that the Regional Transportation Improvement Program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Orange County Transportation Authority (hereinafter referred to as the "Authority") is the agency responsible for short-range capital and service planning and programming for the Orange County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the Authority is responsible for the development of the Orange County Transportation Improvement program, including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the Authority must determine on a bi-annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the Authority has adopted the Fiscal Year 2004/05 through 2009-10 Orange County Transportation Improvement Program for Fiscal Years 2004-05, 2005-06, and 2006-07 for funding purposes and has adopted the program for Fiscal Year 2007-08 through 2009-10 for programming purposes and to allow environmental work on approved projects to proceed;

NOW, THEREFORE, BE IT RESOLVED by the Authority that it affirms its continuing commitment to the projects in the Fiscal Year 2004-05 through 2009-10 Orange County Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Fiscal Year 2004-05 through 2009-10 Orange County Transportation Improvement Program Financial Plan identifies the resources that are reasonably expected to be made available to carry out the program and certifies that:

1. All the Regional Improvement Program projects in the Fiscal Year 2004-05 through 2009-10 Authority TIP are in the proposed 2004 State Transportation Improvement Program that is scheduled to be approved by the California Transportation Commission in August 2004; and
2. Orange County has the funding capacity in its County Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all identified projects in the Fiscal Year 2004-05 through 2009-10 Authority TIP; and
3. The local match for projects funded with the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program have been identified in the RTIP.
4. All of the Federal Transit Administration funded projects are programmed within reasonably expected reauthorization Federal Transportation Act Funding Levels.

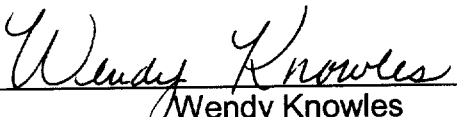
ADOPTED, SIGNED, AND APPROVED this ^{12th}/day of. April 2004.

AYES: 12

NOES: 0

ABSENT: Directors Brown, DeYoung, and Silva

ATTEST:


Wendy Knowles
Clerk of the Board


Gregory Winterbottom, Chairman
Orange County Transportation Authority

OCTA Resolution No. 2004-20

RESOLUTION 04-010

RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION
CERTIFYING THAT RIVERSIDE COUNTY HAS RESOURCES TO FUND PROJECTS
IN FISCAL YEARS 2004-2005 THROUGH 2009-2010 TRANSPORTATION
IMPROVEMENT PROGRAM AND AFFIRMING COMMITMENT TO IMPLEMENT ALL
PROJECTS IN THE PROGRAM

WHEREAS, Riverside County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Federal Transportation Equity Act for the 21st Century (TEA-21; H.R. 2516) (1997) requires SCAG to adopt a regional transportation improvement program for the metropolitan area; and

WHEREAS, the TEA-21 also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Riverside County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the Riverside County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the RCTC is responsible for developing the Riverside County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the RCTC must determine annually the total amount of funds that may be available for transportation projects within its boundaries; and

WHEREAS, the RCTC has adopted the FY 2004-05 through 2009-10 Riverside County TIP for FY 2004-05 through 2006-07 for funding purposes and has adopted the TIP for FY 2007-08 through 2009-10 for programming purposes and to allow environmental work on approved projects to proceed.

NOW, THEREFORE, BE IT RESOLVED by the Riverside County Transportation Commission that it affirms its continuing commitment to the projects in the FY 2004-05 through 2009-10 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FY 2004-05 through 2009-2010 Riverside County TIP Financial Plan identifies the resources which may be reasonably expected to be made available to carry out the program, and that the RCTC certifies to the following:

- 1) The projects in the FY 2004-05 through 2009-2010 Riverside County TIP remain the highest priority for funding by the RCTC,
- 2) All projects in the State Highways component of the FY 2004-05 through 2009-10 Riverside County TIP have been included in the County's projects for inclusion in the 2004 State Transportation Improvement Program (STIP) that is scheduled to be approved by the California Transportation Commission in August 2004, and as requested by state laws and amended by SB45,
- 3) All projects in the State Highways component of the FY 2004-05 through 2009-10 Riverside County TIP have complete funding for each programming phase identified in the Federal State Transportation Improvement Program (FSTIP),
- 4) Riverside County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) program allocations to fund all of the projects in the FY 2004-05 through 2009-10 Riverside County TIP,
- 5) Local Matching funds for projects financed with federal STP and CMAQ Program funding have been identified in the Financial Plan, and
- 6) All the Federal Transit Administration funded projects are programmed within TEA 21 Guaranteed Funding Levels.

APPROVED AND ADOPTED by the Riverside County Transportation Commission at its meeting on Thursday, May 6, 2004.

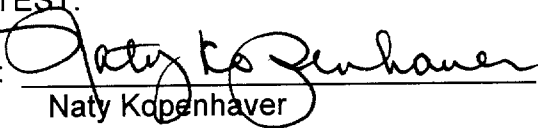
BY:



Roy Wilson, Chair
Riverside County Transportation Commission

ATTEST:

BY:



Naty Kopenhaver
Clerk of the Board

RESOLUTION NO. 04-022

*** A RESOLUTION OF THE SAN BERNARDINO COUNTY
TRANSPORTATION COMMISSION CERTIFYING THAT
SAN BERNARDINO COUNTY HAS THE RESOURCES TO
FUND THE PROJECTS IN THE FY 2004/2010
TRANSPORTATION IMPROVEMENT PROGRAM AND
AFFIRMING ITS COMMITMENT TO IMPLEMENT ALL
OF THE PROJECTS IN THE PROGRAM**

WHEREAS, San Bernardino County is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, Federal Law requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the TEA-21 also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the San Bernardino County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the San Bernardino County area within SCAG; and

*

*Approved
San Bernardino Associated Governments
Board of Directors*

Date: May 5, 2004

Moved: Riddell

Second: Burgnon

In Favor: 25

Opposed: 0

Abstained: 0

Witnessed:

Anna Aldana

WHEREAS, as the responsible agency for short-range transportation planning, the San Bernardino County Transportation Commission is responsible for the development of the San Bernardino County Transportation Improvement Program, including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the San Bernardino County Transportation Commission must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the San Bernardino County Transportation Commission has adopted the FY 2004/05-2009/10 San Bernardino County Transportation Improvement Program for fiscal years 2004/05, 2005/06, and 2006/07 for funding purposes, and has adopted the Program for fiscal years 2007/08 through 2009/10 for programming purposes and to allow environmental work on approved projects to proceed.

NOW, THEREFORE, BE IT RESOLVED that the San Bernardino County Transportation Commission affirms its continuing commitment to the projects in the FY 2004/05-2009/10 San Bernardino County Transportation Improvement Program; and

BE IT FURTHER RESOLVED, that the FY 2004/05-2009/10 San Bernardino County Transportation Improvement Program Financial Plan identifies the resources that are reasonably expected to be made available to carry out the Program and certifies that:

- 1) The projects in the FY 2004/05-2009/10 San Bernardino County Transportation Improvement Program remain the highest priority for funding by the Commission; and
- 2) The projects in the FY 2004/05-2009/10 San Bernardino County RTP State Highways program have been approved by the California Transportation Commission and are in the approved 2002 State Transportation Improvement Program, as required by State law; and
- 3) All of the projects in the State Highways component of the FY 2004/05-2009/10 San Bernardino County TIP have complete funding identified in the Program except the (projects) which will require additional funding in the 2004 STIP cycle. These projects are the County's priorities for 2004 STIP funds. The San Bernardino County 2004 STIP County Regional Share in combination with the state interregional program, STIP, CMAQ, TEA, and other contributions identified in the Financial Plan, will include sufficient funds to complete these projects. Therefore, as required by TEA-21, the Commission finds that full funding can reasonably be anticipated to be available for the (projects) within the time period contemplated for completion of the project.

- 4) The local match for projects funded with the federal STP, CMAQ, and TEA funds has been identified in the Financial Plan, which includes funding out of the 2004 STIP.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2004.

RESOLUTION NO. 2004-01

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION
CERTIFYING THAT VENTURA COUNTY HAS THE RESOURCES
TO FUND THE PROJECTS IN THE FY 2004/05-2009/10 TRANSPORTATION
IMPROVEMENT PROGRAM AND AFFIRMING ITS COMMITMENT TO
IMPLEMENT ALL OF THE PROJECTS IN THE PROGRAM

WHEREAS, Ventura County is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the Federal Transportation Equity Act for the 21st Century (TEA-21) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, TEA-21 also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Ventura County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the Ventura County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the Ventura County Transportation Commission is responsible for the development of the Ventura County Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the Ventura County Transportation Commission must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the Ventura County Transportation Commission has adopted the FY 2004/05-2009/10 Ventura County Transportation Improvement Program for fiscal years 2004/05, 2005/06, 2006/07 for funding purposes, and has adopted the Program for fiscal years 2007/08 through 2009/10 for programming purposes and to allow environmental work on approved projects to proceed.

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FY 2004/05-2009/10 Ventura County Transportation Improvement Program; and

BE IT FURTHER RESOLVED, that the FY 2004/05-2009/10 Ventura County Transportation Improvement Program Financial Plan identifies the resources that are reasonably expected to be made available to carry out the program and certifies that:

1. The Regional Improvement Program projects in the FY 2004/05-2009/10 Ventura County TIP are in the proposed 2004 State Transportation Improvement Program

that is scheduled to be approved by the California Transportation Commission in August 2004; and

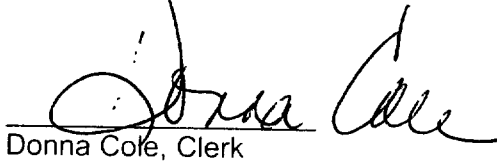
2. All of the projects in the Ventura County TIP have complete funding identified in the program.
3. Ventura County has the funding capacity in its county Surface Transportation Program and Congestion Management and Air Quality Program allocation to fund all of the projects in the FY 2004/05-2009/10 Ventura County TIP; and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the RTIP.
5. All the Federal Transit Administration funded projects are programmed within TEA-21 Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this fifth day of March, 2004.



Steve Bennett, Chair

ATTEST:



Donna Cole, Clerk

Appendix B

Regional Funding Summary

REGIONAL FUNDING SUMMARY
FY 2004/2005 - 2006/2007

Revenue versus Programmed - SCAG Region	Prior Year/Obl.	2004/05	2005/06	2006/07	TOTAL
Federal Transit Administration Section Funds					
- 3037 Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0	\$0
- 5303 Metropolitan Planning Program	\$0	\$0	\$0	\$0	\$0
- 5307 Urbanized Area Formula Program	\$0	\$30,264	\$73,360	\$195,365	\$298,989
- 5308 Clean Fuel Formula Program	\$0	\$0	\$0	\$16,000	\$16,000
- 5309(a) Fixed Guideway Modernization	\$0	\$61,575	\$19,816	\$7,562	\$88,953
- 5309(b) New Starts	\$0	\$27,964	(\$20,793)	(\$23,060)	(\$15,889)
- 5309(c) Bus Allocation	\$0	(\$1,603)	(\$1,987)	\$3,940	\$350
- 5310 Elderly & Persons with Disabilities Formula Program	\$0	\$0	\$0	\$0	\$0
- 5311 Nonurbanized Area Formula Program	\$0	\$0	\$0	\$0	\$0
Local Funds					
- Bureau of Indian Affairs	\$0	\$0	\$0	\$0	\$0
- Congestion Mitigation and Air Quality	\$0	(\$35,093)	\$105,192	\$149,452	\$219,550
- Demonstration Pre ISTEA, ISTEA, & TEA21	\$0	\$7,373	\$8,500	\$5,397	\$21,270
- Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
- Forest Lands Highways	\$0	\$0	\$0	\$0	\$0
- Highway Bridge Replacement and Rehabilitation Program	\$0	\$0	\$0	\$0	\$0
- Intelligent Transportation System Program	\$0	\$0	\$0	\$0	\$0
- Local Funds (sales tax, transit fares, private funding, TDA, & etc.)	\$0	\$1,619,952	\$2,147,759	\$2,456,415	\$6,224,126
- Miscellaneous Federal (AMTRAK, Department of Defense, Emergency Repairs, etc.)	\$0	\$194	\$0	\$0	\$194
- National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
- Public Lands Highways	\$0	\$7,283	(\$3,000)	(\$2,283)	\$2,000
- Recreational Trails	\$0	\$0	\$0	\$0	\$0
- Surface Transportation Program	\$0	(\$66,477)	\$63,889	\$40,576	\$37,989
- Surface Transportation Program Enhancement	\$0	(\$13,349)	\$6,503	\$22,512	\$15,666
- Surface Transportation Program Hazard Elimination & Safety	\$0	\$0	\$0	\$0	\$0
- Surface Transportation Program Railroad Grade Crossing Protection	\$0	\$0	\$0	\$0	\$0
- Transportation and Community and System Preservation Pilot Program	\$0	\$0	\$0	\$0	\$0
State Highway Account Funds (State & State FHWA Funds)					
- Caltrans Engineering	\$0	\$0	\$0	\$0	\$0
- SHOPP & STIP	\$0	\$0	\$0	\$0	\$0
State Only Funds					
- Miscellaneous (Proposition 116, Regional STP Exchange, State Transit Assistance, etc.)	\$0	\$85,807	\$113,154	(\$11,518)	\$187,443
- Traffic Congestion Relief Program	\$0	\$11,800	\$0	\$3,700	\$15,500

REGIONAL FUNDING SUMMARY
FY 2004/2005 - 2006/2007

Programmed - SCAG Region	Prior Year/Obl.	2004/05	2005/06	2006/07	TOTAL
Federal Transit Administration Section Funds					
- 3037 Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0	\$0
- 5303 Metropolitan Planning Program	\$0	\$0	\$0	\$0	\$0
- 5307 Urbanized Area Formula Program	\$303,410	\$349,426	\$199,957	\$81,649	\$631,032
- 5308 Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0
- 5309(a) Fixed Guideway Modernization	\$62,221	\$95,465	\$42,152	\$33,420	\$171,037
- 5309(b) New Starts	\$31,093	\$122,036	\$150,793	\$173,060	\$445,889
- 5309(c) Bus Allocation	\$56,071	\$18,287	\$7,967	\$2,100	\$28,354
- 5310 Elderly & Persons with Disabilities Formula Program	\$6,690	\$3,569	\$0	\$0	\$3,569
- 5311 Nonurbanized Area Formula Program	\$391	\$2,745	\$1,236	\$1,392	\$5,373
Local Funds					
- Bureau of Indian Affairs	\$3,090	\$680	\$0	\$0	\$680
- Congestion Mitigation and Air Quality	\$281,212	\$255,750	\$119,878	\$80,119	\$455,747
- Demonstration Pre ISTEA, ISTEA, & TEA21	\$209,773	\$289,541	\$25,047	\$20,112	\$334,700
- Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
- Forest Lands Highways	\$0	\$0	\$0	\$0	\$0
- Highway Bridge Replacement and Rehabilitation Program	\$139,999	\$121,984	\$50,521	\$16,121	\$188,626
- Intelligent Transportation System Program	\$4,107	\$2,193	\$144	\$0	\$2,337
- Local Funds (sales tax, transit fares, private funding, TDA, & etc.)	\$2,144,479	\$3,561,299	\$1,595,233	\$896,623	\$6,053,155
- Miscellaneous Federal (AMTRAK, Department of Defense, Emergency Repairs, etc.)	\$119,985	\$109,198	\$47,467	\$30,984	\$187,649
- National Scenic Byways Program	\$175	\$0	\$0	\$0	\$0
- Public Lands Highways	\$0	\$500	\$6,000	\$3,283	\$9,783
- Recreational Trails	\$8,222	\$184	\$0	\$0	\$184
- Surface Transportation Program	\$195,743	\$238,912	\$111,998	\$138,832	\$489,742
- Surface Transportation Program Enhancement	\$99,965	\$54,705	\$15,568	\$0	\$70,273
- Surface Transportation Program Hazard Elimination & Safety	\$0	\$0	\$0	\$0	\$0
- Surface Transportation Program Railroad Grade Crossing Protection	\$6,910	\$1,357	\$0	\$0	\$1,357
- Transportation and Community and System Preservation Pilot Program	\$1,854	\$493	\$0	\$0	\$493
State Highway Account Funds (State & State FHWA Funds)					
- Caltrans Engineering (Included in the "SHOPP & STIP" line item below)	\$0	\$0	\$0	\$0	\$0
- SHOPP & STIP	\$1,361,545	\$2,075,492	\$692,809	\$947,200	\$3,715,502
State Only Funds					
- Miscellaneous (Proposition 116, Regional STP Exchange, State Transit Assistance, etc.)	\$174,826	\$97,496	\$109,187	\$154,031	\$360,714
- Traffic Congestion Relief Program	\$12,420	\$67,054	\$0	\$322,892	\$389,946
Total Programmed	\$5,224,181	\$7,468,366	\$3,175,957	\$2,901,818	\$13,546,141

REGIONAL FUNDING SUMMARY
FY 2004/2005 - 2006/2007

Revenue - SCAG Region	Prior Year/Obl.	2004/05	2005/06	2006/07	TOTAL
Federal Transit Administration Section Funds					
- 3037 Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0	\$0
- 5303 Metropolitan Planning Program	\$0	\$0	\$0	\$0	\$0
- 5307 Urbanized Area Formula Program	\$303,410	\$379,690	\$273,317	\$277,014	\$930,021
- 5308 Clean Fuel Formula Program	\$0	\$0	\$0	\$16,000	\$16,000
- 5309(a) Fixed Guideway Modernization	\$62,221	\$157,040	\$61,968	\$40,982	\$259,990
- 5309(b) New Starts	\$31,093	\$150,000	\$130,000	\$150,000	\$430,000
- 5309(c) Bus Allocation	\$56,071	\$16,684	\$5,980	\$6,040	\$28,704
- 5310 Elderly & Persons with Disabilities Formula Program	\$6,690	\$3,569	\$0	\$0	\$3,569
- 5311 Nonurbanized Area Formula Program	\$391	\$2,745	\$1,236	\$1,392	\$5,373
Local Funds (FHWA revenue is based on apportionments but excluding prior year carryover positive apportionments)					
- Bureau of Indian Affairs	\$3,090	\$680	\$0	\$0	\$680
- Congestion Mitigation and Air Quality	\$281,212	\$220,657	\$225,070	\$229,571	\$675,297
- Demonstration Pre ISTEA, ISTEA, & TEA21	\$209,773	\$296,914	\$33,547	\$25,509	\$355,970
- Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
- Forest Lands Highways	\$0	\$0	\$0	\$0	\$0
- Highway Bridge Replacement and Rehabilitation Program	\$139,999	\$121,984	\$50,521	\$16,121	\$188,626
- Intelligent Transportation System Program	\$4,107	\$2,193	\$144	\$0	\$2,337
- Local Funds (sales tax, transit fares, private funding, TDA, & etc.)	\$2,144,479	\$5,181,251	\$3,742,992	\$3,353,038	\$12,277,281
- Miscellaneous Federal (AMTRAK, Department of Defense, Emergency Repairs, etc.)	\$119,985	\$109,392	\$47,467	\$30,984	\$187,843
- National Scenic Byways Program	\$175	\$0	\$0	\$0	\$0
- Public Lands Highways	\$0	\$7,783	\$3,000	\$1,000	\$11,783
- Recreational Trails	\$8,222	\$184	\$0	\$0	\$184
- Surface Transportation Program ¹	\$195,743	\$172,435	\$175,887	\$179,408	\$527,731
- Surface Transportation Program Enhancement	\$99,965	\$41,356	\$22,071	\$22,512	\$85,939
- Surface Transportation Program Hazard Elimination & Safety	\$0	\$0	\$0	\$0	\$0
- Surface Transportation Program Railroad Grade Crossing Protection	\$6,910	\$1,357	\$0	\$0	\$1,357
- Transportation and Community and System Preservation Pilot Program	\$1,854	\$493	\$0	\$0	\$493
State Highway Account (State & State FHWA Funds)					
- Caltrans Engineering (Included in "SHOPP & STIP" line item below)	\$0	\$0	\$0	\$0	\$0
- SHOPP & STIP	\$1,361,545	\$2,075,492	\$692,809	\$947,200	\$3,715,502
State Only Funds					
- Miscellaneous (Proposition 116, Regional STP Exchange, State Transit Assistance, etc.)	\$174,826	\$183,303	\$222,341	\$142,513	\$548,157
- Traffic Congestion Relief Program	\$12,420	\$78,854	\$0	\$326,592	\$405,446
Total Revenue	\$5,224,181	\$9,204,056	\$5,688,350	\$5,765,876	\$20,658,282

REGIONAL FUNDING SUMMARY
FY 2007/2008 - 2009/2010

Revenue versus Programmed - SCAG Region	2007/08	2008/09	2009/10	TOTAL
Federal Transit Administration Section Funds				
- 3037 Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0
- 5303 Metropolitan Planning Program	\$0	\$0	\$0	\$0
- 5307 Urbanized Area Formula Program	\$230,167	\$231,459	\$238,832	\$700,458
- 5308 Clean Fuel Formula Program	\$0	\$10,000	\$0	\$10,000
- 5309(a) Fixed Guideway Modernization	\$33,383	\$41,492	\$42,175	\$117,050
- 5309(b) New Starts	(\$163,900)	\$69,100	\$91,000	(\$3,800)
- 5309(c) Bus Allocation	(\$500)	(\$430)	\$4,630	\$3,700
- 5310 Elderly & Persons with Disabilities Formula Program	\$0	\$0	\$0	\$0
- 5311 Nonurbanized Area Formula Program	\$0	\$0	\$0	\$0
Local Funds				
- Bureau of Indian Affairs	\$0	\$0	\$0	\$0
- Congestion Mitigation and Air Quality	\$57,753	\$57,560	\$185,646	\$300,958
- Demonstration Pre ISTEA, ISTEA, & TEA21	\$11,340	\$0	\$0	\$11,340
- Ferry Boat Discretionary	\$0	\$0	\$0	\$0
- Forest Lands Highways	\$0	\$0	\$0	\$0
- Highway Bridge Replacement and Rehabilitation Program	\$0	\$0	\$0	\$0
- Intelligent Transportation System Program	\$0	\$0	\$0	\$0
- Local Funds (sales tax, transit fares, private funding, TDA, & etc.)	\$2,618,382	\$2,868,797	\$3,102,897	\$8,590,076
- Miscellaneous Federal (AMTRAK, Department of Defense, Emergency Repairs, etc.)	\$0	\$0	\$0	\$0
- National Scenic Byways Program	\$0	\$0	\$0	\$0
- Public Lands Highways	\$0	\$0	\$0	\$0
- Recreational Trails	\$0	\$0	\$0	\$0
- Surface Transportation Program	\$72,773	\$113,014	\$111,279	\$297,067
- Surface Transportation Program Enhancement	\$22,964	\$23,423	(\$1,078)	\$45,309
- Surface Transportation Program Hazard Elimination & Safety	\$0	\$0	\$0	\$0
- Surface Transportation Program Railroad Grade Crossing Protection	\$0	\$0	\$0	\$0
- Transportation and Community and System Preservation Pilot Program	\$0	\$0	\$0	\$0
State Highway Account Funds (State & State FHWA Funds)				
- Caltrans Engineering	\$0	\$0	\$0	\$0
- SHOPP & STIP	\$0	\$0	\$0	\$0
State Only Funds				
- Miscellaneous (Proposition 116, Regional STP Exchange, State Transit Assistance, etc.)	\$50,290	\$66,732	\$53,628	\$170,650
- Traffic Congestion Relief Program	\$0	\$0	\$0	\$0

REGIONAL FUNDING SUMMARY
FY 2007/2008 - 2009/2010

Programmed - SCAG Region	2007/08	2008/09	2009/10	TOTAL
Federal Transit Administration Section Funds				
- 3037 Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0
- 5303 Metropolitan Planning Program	\$0	\$0	\$0	\$0
- 5307 Urbanized Area Formula Program	\$53,056	\$55,745	\$52,495	\$161,296
- 5308 Clean Fuel Formula Program	\$0	\$0	\$0	\$0
- 5309(a) Fixed Guideway Modernization	\$6,104	\$0	\$0	\$6,104
- 5309(b) New Starts	\$313,900	\$80,900	\$80,000	\$474,800
- 5309(c) Bus Allocation	\$6,328	\$5,000	\$0	\$11,328
- 5310 Elderly & Persons with Disabilities Formula Program	\$0	\$0	\$0	\$0
- 5311 Nonurbanized Area Formula Program	\$225	\$230	\$235	\$690
Local Funds				
- Bureau of Indian Affairs	\$0	\$0	\$0	\$0
- Congestion Mitigation and Air Quality	\$162,904	\$167,510	\$43,925	\$374,339
- Demonstration Pre ISTEA, ISTEA, & TEA21	\$11,540	\$23,500	\$245,100	\$280,140
- Ferry Boat Discretionary	\$0	\$0	\$0	\$0
- Forest Lands Highways	\$0	\$0	\$0	\$0
- Highway Bridge Replacement and Rehabilitation Program	\$1,673	\$0	\$0	\$1,673
- Intelligent Transportation System Program	\$0	\$0	\$0	\$0
- Local Funds (sales tax, transit fares, private funding, TDA, & etc.)	\$937,290	\$915,754	\$792,430	\$2,645,474
- Miscellaneous Federal (AMTRAK, Department of Defense, Emergency Repairs, etc.)	\$17,640	\$548	\$0	\$18,188
- National Scenic Byways Program	\$0	\$0	\$0	\$0
- Public Lands Highways	\$0	\$0	\$0	\$0
- Recreational Trails	\$0	\$0	\$0	\$0
- Surface Transportation Program	\$99,662	\$62,873	\$68,027	\$230,562
- Surface Transportation Program Enhancement	\$0	\$0	\$1,078	\$1,078
- Surface Transportation Program Hazard Elimination & Safety	\$0	\$0	\$0	\$0
- Surface Transportation Program Railroad Grade Crossing Protection	\$0	\$0	\$0	\$0
- Transportation and Community and System Preservation Pilot Program	\$0	\$0	\$0	\$0
State Highway Account Funds (State & State FHWA Funds)				
- Caltrans Engineering (Included in the "SHOPP & STIP" line item below)	\$0	\$0	\$0	\$0
- SHOPP & STIP	\$494,951	\$450,371	\$190,187	\$1,135,509
State Only Funds				
- Miscellaneous (Proposition 116, Regional STP Exchange, State Transit Assistance, etc.)	\$10,257	\$5,241	\$1,369	\$16,867
- Traffic Congestion Relief Program	\$116,053	\$0	\$0	\$116,053
Total Programmed	\$2,231,583	\$1,767,672	\$1,474,846	\$5,474,101

REGIONAL FUNDING SUMMARY
FY 2007/2008 - 2009/2010

Revenue - SCAG Region	2007/08	2008/09	2009/10	TOTAL
Federal Transit Administration Section Funds				
- 3037 Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0
- 5303 Metropolitan Planning Program	\$0	\$0	\$0	\$0
- 5307 Urbanized Area Formula Program	\$283,223	\$287,204	\$291,327	\$861,754
- 5308 Clean Fuel Formula Program	\$0	\$10,000	\$0	\$10,000
- 5309(a) Fixed Guideway Modernization	\$39,487	\$41,492	\$42,175	\$123,154
- 5309(b) New Starts	\$150,000	\$150,000	\$171,000	\$471,000
- 5309(c) Bus Allocation	\$5,828	\$4,570	\$4,630	\$15,028
- 5310 Elderly & Persons with Disabilities Formula Program	\$0	\$0	\$0	\$0
- 5311 Nonurbanized Area Formula Program	\$225	\$230	\$235	\$690
Local Funds (FHWA revenue is based on apportionments but excluding prior year carryover positive apportionments)				
- Bureau of Indian Affairs	\$0	\$0	\$0	\$0
- Congestion Mitigation and Air Quality	\$220,657	\$225,070	\$229,571	\$675,297
- Demonstration Pre ISTEA, ISTEA, & TEA21	\$22,880	\$23,500	\$245,100	\$291,480
- Ferry Boat Discretionary	\$0	\$0	\$0	\$0
- Forest Lands Highways	\$0	\$0	\$0	\$0
- Highway Bridge Replacement and Rehabilitation Program	\$1,673	\$0	\$0	\$1,673
- Intelligent Transportation System Program	\$0	\$0	\$0	\$0
- Local Funds (sales tax, transit fares, private funding, TDA, & etc.)	\$3,555,672	\$3,784,551	\$3,895,327	\$11,235,550
- Miscellaneous Federal (AMTRAK, Department of Defense, Emergency Repairs, etc.)	\$17,640	\$548	\$0	\$18,188
- National Scenic Byways Program	\$0	\$0	\$0	\$0
- Public Lands Highways	\$0	\$0	\$0	\$0
- Recreational Trails	\$0	\$0	\$0	\$0
- Surface Transportation Program ¹	\$172,435	\$175,887	\$179,306	\$527,629
- Surface Transportation Program Enhancement	\$22,964	\$23,423	\$0	\$46,387
- Surface Transportation Program Hazard Elimination & Safety	\$0	\$0	\$0	\$0
- Surface Transportation Program Railroad Grade Crossing Protection	\$0	\$0	\$0	\$0
- Transportation and Community and System Preservation Pilot Program	\$0	\$0	\$0	\$0
State Highway Account (State & State FHWA Funds)				
- Caltrans Engineering (Included in the "SHOPP & STIP" line item below)	\$0	\$0	\$0	\$0
- SHOPP & STIP	\$494,951	\$450,371	\$190,187	\$1,135,509
State Only Funds				
- Miscellaneous (Proposition 116, Regional STP Exchange, State Transit Assistance, etc.)	\$60,547	\$71,973	\$54,997	\$187,517
- Traffic Congestion Relief Program	\$116,053	\$0	\$0	\$116,053
Total Revenue	\$5,164,235	\$5,248,819	\$5,303,855	\$15,716,909